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EXHIBIT 6

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**North Street Subdivision**  
North Street & Magnolia Lane  
Grafton, MA

**PLANNING BOARD**  
GRAFTON, MA

**REQUESTED WAIVER CONSIDERATIONS TO THE PLANNING BOARD**

*August 29, 2019*

**Conventional and Flexible Development Plan:**

1. Subdivision Rules and Regulations §4.1.2.1.b to allow proposed grades within the right-of-way to be more than six feet above or below existing grade for the construction of the proposed roadways.

Per section 4.1.2.1, proposed grades within the right-of-way more than six feet above or below existing grade may be allowed if specifically authorized by the Planning Board in unusual topographic circumstances. The proposed centerline grade depicted on the plans is greater than six feet above or below existing grade in the following locations to allow for the wetland crossing.

Flexible & Conventional Development Plans:  
Road A Station 0+50 to 5+90 & 15+00 to 15+50

The proposed waiver is required at the proposed entrance to allow for proper leveling areas at the intersection with North Street. A maximum 3% is allowed within 100 feet of North Street. This is a safety measure and strict compliance to reduce fill would require a waiver from the leveling area requirement and impact traffic safety.

The proposed waiver is also required at the proposed wetland stream crossings to allow for installation of properly designed stream crossing meeting the Massachusetts Stream Crossing Standards. This requires a culvert of adequate size and height to allow for stream capacity and wildlife passage. If the waiver were not granted, strict compliance with the regulations would harm the wildlife habitat of the area.

2. Subdivision Rules and Regulations §4.1.3.5 from the requirement of property lines at street intersections being rounded or cut back. The property line and proposed right of way extends straight along the highway layout of the MassPike with a 90 degree intersection. Strick compliance with the regulations would require obtaining land from the Turnpike. The proposed plan has shown the required 30 foot pavement radius to allow for turning movements, and the applicant is talking with MassDOT on options for providing an easement to allow for construction and future use. With the 30 foot radius provided there would be no impact to the Town or traffic circulations.

### **Flexible Development Plan**

3. Subdivision Rules and Regulations §4.1.6 to allow a dead end length greater than 500 feet.

The waiver is required to allow the flexible development layout as proposed, which would allow for the conservation benefit to be achieved. Strict compliance with the regulations would require the roadway be extended through the property to Magnolia Drive, which would significantly reduce and impact the available open space benefits proposed.

The plans have provided a secondary means of access to the site over an existing easement to Wesson Street. This emergency access is 20 feet wide and would connect to the end of the cul-de-sac on Road A. This would provide for public safety while still protecting the open space, reducing impervious area, and reducing the overall land disturbance areas.

The plans have not shown a roadway easement from the end of the dead end street to adjacent property since the abutting land would be permanently protected open space.

### **Waiver under the Zoning Bylaws:**

Zoning Bylaws §8.2.1 to allow the Traffic Study to be submitted at the time of Definitive Subdivision Application in accordance with the Subdivision Regulations section 3.3.4.7. However, the applicant has submitted an evaluation of the intersections prepared by a Traffic Engineer as part of this application, and a full Traffic Study would be provided to the Board during the more detailed Definitive Plan submittal.